

Foggy Bottom News

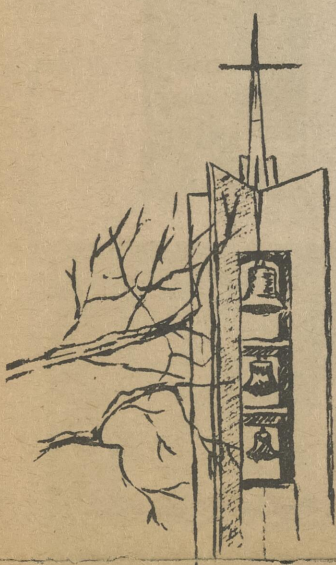
Next Meeting

NO DECEMBER
FBA MEETING

Next meeting—

—Monday, January 28.

Metro Tunnel Tour at Foggy Bottom



CURIOUS?...

All you Foggy Bottom denizens who have been wondering just what is going on underground... Now is your chance to find out.

You are invited on a TUNNEL TOUR of the Foggy Bottom Metro Station area on Sunday, January 27 at 2:30 PM. Meet at 24th and Eye Streets, NW, and wear appropriate footwear—sturdy shoes or boots.

Our guide will be Mr. Frank Waram, who gave the Metro presentation at the November Foggy Bottom Association meeting.

IF IT RAINS, the Tunnel Tour will be held the following Sunday—same time, same place.

Celebrate Christmas



Christmas with the National Symphony Orchestra will be on December 17 and 18 at 8:30 p.m. in the Kennedy Center Concert Hall. Resident Conductor Murry Sidlin makes his Kennedy Center debut, conducting a program of traditional and popular Christmas music the entire family will enjoy: two canzonas from Gabrieli's "Sacrae Symphoniae" for antiphonal orchestra, Vivaldi's "Gloria" with the Paul Hill Chorale and soloists soprano Ruth Drucker and mezzo-soprano Charlotte Dixon, Boyce's Overture to the Ode of New Year's Eve of 1772, the suite from Tchaikovsky's "The Nut-

cracker," Vaughan Williams' Fantasia on "Greensleeves," and Leroy Anderson's "A Christmas Festival."

GABRIELI... Two canzonas from Sacrae Symphoniae

VIVALDI... Gloria

BOYCE... Overture to the Ode to New Year's Eve of 1772

TCHAIKOVSKY... Suite from "The Nutcracker"

VAUGHAN WILLIAMS... Fantasia on "Greensleeves"

ANDERSON... A Christmas Festival

Tickets are available at the Concert Hall Box Office, Ticketron, and "Instant Charge"—254-3090.

Monthly Police Precinct Meetings

The monthly meetings with the Metropolitan Police officers who are assigned to the 2nd District and patrol your neighborhood 24 hours a day are held the third Monday of each month. Time: 7:30 P.M. Place: HQ at 2301 'L' Street, N.W.

These meetings are designed to enable the officers to get to know the people who live and/or work in their patrol area, and to discuss any police problems in that neighborhood.



Letters

Another Viewpoint

November 27, 1973

Dear Sirs:

We would like to express our opinion of the activities of the Foggy Bottom Association regarding the houses on the block of 22d St. and New Hampshire Ave. off Washington Circle. The residents of this block were recently visited by housing inspectors, who informed us that the Foggy Bottom Association had lodged complaints concerning the condition of the houses. To be brief, we think the Association is showing a monumental lack of concern for indigent people and an incredible amount of snobbery by complaining in this manner.

The condition of homes on this block may be poor, but they are indeed "home" for many elderly people who have nowhere else to go and cannot afford to live in the style in which their wealthier neighbors live. The "trash accumulation" about which the Association has complained

is a function of inadequate city collection, not of tenant carelessness. A closer look at the homes on this block will reveal a genuine pride in maintaining their homes on the part of many tenants, a concern with which apartment dwellers do not deal, since maintenance of their buildings is provided by a supervisor.

There is a real sense of community among the residents of this block, the sort of feeling that is so often missing in impersonal high-rise dwellings. This presumably is the sort of spirit which the Foggy Bottom Association is trying to foster, and I would suggest that it attempt to build a better community by helping its neighbors, not harrasing them. The Association has no right to turn its back on poverty by saying, "Not in our part of town."

Yours Truly,
Deborah Thomson
for Residents of 1011
New Hampshire Avenue

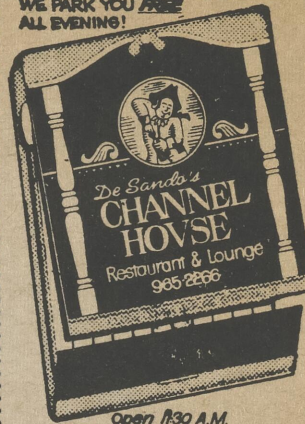
Cool Comfort

by Dr. Richard Kenny,
Dept. of Physiology
George Washington
University Medical Center

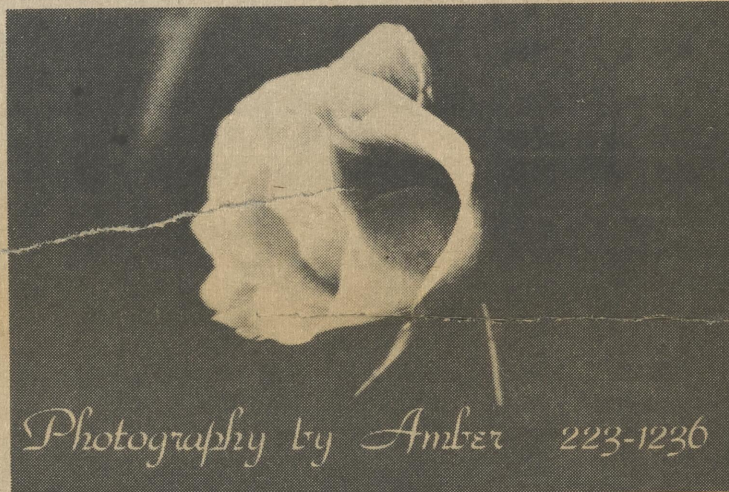
Comfort is a very personal thing but as far as comfortable temperatures are concerned there are some good general principles. The major one is that by and large a person feels comfortable when the average temperature of the skin over the whole surface of the body is 33 degrees C (91 degrees F). Our bodies are constantly generating heat at a rate of about 150 watts when we are just quietly at rest and this production increases in proportion to our activity. The body maintains a relatively constant internal temperature of about 37 degrees C (98.6 degrees F) by balancing the rate of production and the rate of loss to the surroundings. The layers just beneath the skin, largely fatty tissue act as an insulator to slow down the rate of heat loss. This is quite an effective system. We can be comfortable naked in air with a temperature of 28 degrees C (82 degrees F) provided there are no drafts of air. If the air about us is moving then the insulation provided by the layer of air on the body surface is lost and we cool the skin faster. Nobody would suggest keeping our buildings at 28 degrees C (82 degrees F) for even if we were to go about naked any work or activity would make us uncomfortably hot. Clothes act as insulators to slow down heat loss largely because they trap an extra layer of air around the body and this insulation can be expressed in clothing units. Normal everyday indoor clothing (this is called 1 clothing unit) will trap a 1/4" layer of air around us and this much insulation keeps the skin at the comfortable level when the air is 21 degrees C (70 degrees F). What then do we need to do if we are going to be comfortable when the thermostat is down to 65 degrees F? Simply add a little more insulation at those times when we are not active. If we are going to be sitting still we'll need about another 1/8" of clothing—a light sweater—but if we are at all active even sitting sewing our basic 1/4" of clothing will be enough and doing the housework even that will be too much. The secret is balance out activity and insulation. Some people have less natural insulation than others, new-born babies and old people tend to have thinner surface layers of

insulation on their bodies and they will need a little more clothing insulation than the rest of us. Another factor enters into this comfort story. Although we are generally comfortable when our average skin temperature is 33 degrees C it is a bit unpleasant if the temperature is same everywhere. Most people prefer their head and face to be cooler than their feet. (Perhaps this is nature's way of telling us to face the energy crisis with a cool head and not to get cold feet about turning down the thermostat.) Biologically the 65-68 degree F zone President Nixon has suggested is a fine one; some authorities have noticed that civilizations developed and flourished best in those places that had a mean annual temperature in this range.

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Foggy Bottom News

The Foggy Bottom News is a publication of the Foggy Bottom Association. All editorial and other assistance is contributed on a volunteer basis by residents of the area.

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The opinions expressed in this publication are those of the writers. Their appearance here constitutes neither an endorsement nor official policy of the Foggy Bottom Association.

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Police Advise on Security Measures

The Metropolitan Police Department has implemented a security inspection program for private residences and business establishments.

Thirty-three officers from various police districts have been trained to survey dwellings and establishments—upon request from citizens—to indicate security deficiencies. The officers will recommend simple, inexpensive, and effective security methods and devices that will assist owners in safeguarding their homes and businesses.

The officers also will acquaint citizens with the

Department's Operation Identification Program, in which engraving tools may be borrowed from the nearest police district headquarters to mark valuable property with the owner's social security number for easy identification in case of theft.

The inspection service is a public service of the Police Department and may be obtained by calling the police district headquarters nearest one's residence or place of business.

Reprinted from
D.C. PIPELINE, Sept., 1973

What Runs Metro— Man or Computer?

Reprinted from METRO
MEMO July-August, 1972

AUTOPOS stands for automatic train protection, operation and supervision, a computer-based control system that will run the Metro trains on precision schedules emphasizing the maximum in safety, reliability, high performance and passenger convenience.

AUTOPOS will employ the latest technology to provide fail-safe protection against collisions, overspeed and other hazardous conditions.

Electronic impulses transmitted through the rails will cause Metro trains to accelerate to desired speeds, keep a firm grip on the throttle underway, gradually decelerate the vehicles approaching stations, and finally, bring the trains to a complete stop and open and close doors to accommodate tides of passengers. A digital computer monitoring every train will automatically adjust performance of individual trains to maintain schedules and provide dynamic data for supervisory flexibility.

VERSATILE

But the versatility of AUTOPOS doesn't end there. The system, located in Metro's operations control center, also will be able to dispatch trains according to established schedules, control the time a train remains in a station, and even choose a "strategy" for making up lost time due to unforeseen delays.

Say a train is held up for 10 to 20 seconds because someone holds the door open for a friend. Depending on the time of day, the route and other variables, AUTOPOS will make up for the delay by stepping up the train's speed between stations, or cutting down the dwell time at future stops, or both. Moreover, it will "reach ahead" of the lagging train and adjust the speeds and in-station times of other trains, to head off passenger build-ups and additional delays.

Should a train stop anywhere, or remain standing in a station, an AUTOPOS subsystem will send out signals slowing down and then completely stopping all oncoming traffic long before it reaches the trouble point. This same system will assure adequate train spacing and safe speeds at all times.



MAN CALLS SIGNALS

The computer won't, of course, be acting totally on its own initiative. A human brain must program all the necessary information first, feeding into the computer specific instructions on what to do when and under what conditions. As system operating experience is compiled and transferred into programmed intelligence, the scope of automatic computer control will broaden.

The computer, once it begins receiving signals from the train or instruments along Metro routes, will immediately evaluate that information. Then, according to its stored directions, AUTOPOS will transmit electronic impulses activating train controls, track switches, station equipment and other gear, to carry out desired programs. When the information is beyond the programmed analysis, the operator will be alerted for supervisory action.

AUTOPOS can even turn on, for the convenience of on-board passengers, a re-

corded announcement of upcoming stations. At the stations, the system can set off flashing lights built into the platform edge, alerting passengers to an approaching train.

All train control activity will be monitored at Metro's operations control center. Personnel there will be able to override the automatic operations any time they choose. So, too, can the uniformed attendant in every train.

The electronic signals passing between trains, stations and computers in the operations control center will be audio impulses not detectable by the human ear. They'll be much like the vibration generated by the ringing of a telephone—only without the ring.

The highly sophisticated equipment to make all of this possible is being built by General Railway Signal Corp. The conceptual design for AUTOPOS was developed by Gibbs and Hill, Inc., a New York firm of consulting engineers.

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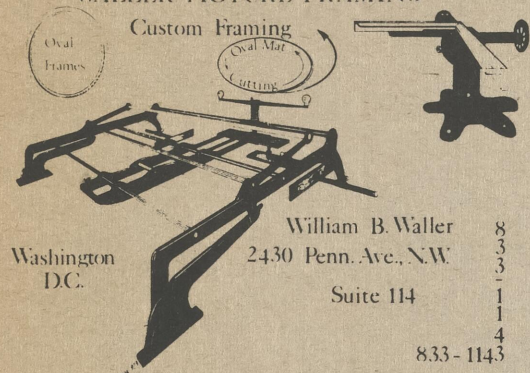
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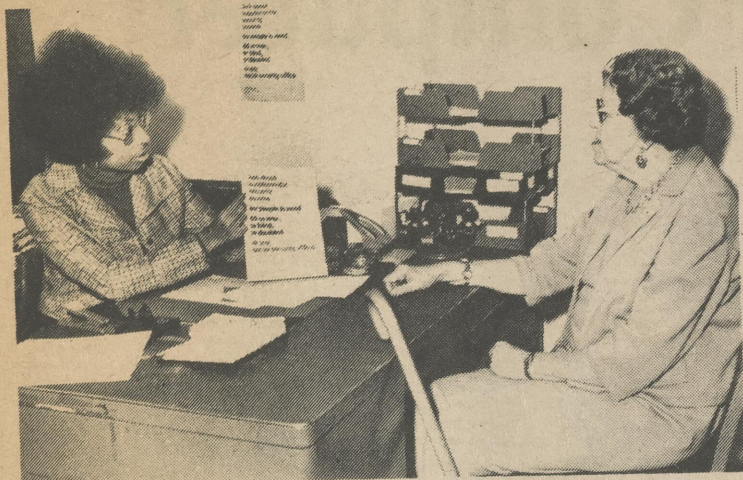


SEASON'S GREETINGS

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New Social Security Benefits



WASHINGTON AREA RESIDENTS who believe they may be eligible for benefits under the new Federal Supplemental Security Income Program are urged to apply NOW for the program that will begin in January, 1974, and assist the aged, blind and disabled persons. Such persons who are not eligible for local public assistance might

qualify for the Federal program. Anyone believing that he or she may be eligible for this program is urged to call the Social Security Administration NOW at 953-3600 to learn where to apply or where to get further information about the program. A Washington citizen is shown above applying for the program.

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